MOTORCYCLE SAFETY FOUNDATION

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CYCLE SAFETY INFO

STATE MOTORCYCLE OPERATOR LICENSING – 1982

This is the sixth annual cycle safety information sheet reporting state procedures for licensing motorcyclists. The information is the result of a survey sent to licensing authorities in the nation's 51 licensing jurisdictions.

Licensing practices vary from state to state. In the past few years, these practices have become more standardized as states began adopting the Motorcycle Operator Skill Test (MOST), the *Motorcycle Operator Manual* (*MOM*) and the Motorcycle Knowledge Test.

This year, for the first time, we are reporting on two new additions: the alternate skill test and "Sharing The Road With Motorcycles."

The Foundation's licensing department provides technical assistance and examiner training for states adopting the MOST and the alternate test. A growing number of states are accepting the new licensing tests, manual and supplement.

The Motorcycle Operator Skill Test (MOST)

Nearly three years of research resulted in the development of a new motorcycle operator testing procedure. Research shows the test works. In comparison with an existing state test, the Motorcycle Operator Skill Test (MOST) showed a 15 percent reduction in accidents. When coupled with a rider training program, accidents were reduced 21 percent.

The MOST contains nine exercises that test the skills riders need to operate safely in traffic. Since the test only requires an area 50 x 125 feet, it can be set up in a parking lot.

The Motorcycle Operator Manual (MOM)

In addition to the skill test, a new manual is available for motorcycle operators. The *Motorcycle Operator Manual* (*MOM*) includes information on proper protective gear, handling different road surfaces and reacting to emergencies. License applicants in a study group increased their knowledge 15 percent by reading the manual. MSF provides free negatives to states adopting the manual.

The Motorcycle Knowledge Test

The Motorcycle Knowledge Test was developed from the contents of the *Motorcycle Operator Manual*. Using multiple choice questions and line drawings, the test emphasizes areas critical to safe riding. MSF will provide the test on slides for states using automated testing machines.

The Alternate Skill Test

The MOST has been proven to be effective. Some states however, do not have enough space available to adopt the MOST. The alternate skill test was developed specifically for these areas. It includes modified portions of important exercises in the MOST along with other basic control exercises.

The "Sharing The Road With Motorcycles" Supplement

Studies have shown that most motorcycle accidents are caused by drivers of other vehicles. The MSF has developed a supplement for state driver's manuals titled "Sharing The Road With Motorcycles." The supplement gives other drivers information on conditions and situations commonly faced by motorcyclists.

The Motorcycle Safety Foundation's purpose is improving the safety of motorcyclists on the nation's streets and highways. To reduce motorcycle accidents and injuries the Foundation has programs in rider education, licensing improvement, public information and research. These programs are designed for both motorcyclists and motorists. A national, private, nonprofit organization, MSF is sponsored by the five leading motorcycle manufacturers: Honda, Yamaha, Kawasaki, Suzuki and Harley-Davidson.

STATE	ADOPTED MOST	ADOPTED ALTERNATE TEST	MOTORCYCLE OPERATOR MANUAL (MOM)	MOM KNOWLEDGE TEST	SHARING THE ROAD WITH MOTORCYCLES	CONDUCTED EXAMINER TRAINING DURING 1981
Alabama	No Motorcycle Test		1981	No	1981	No
Alaska	1981	1981	1977	1979	1981	Yes[4]
Arizona	Planned 1982	No	1981	1981	No	No
Arkansas	No	No	No	No	No	No
California	1980	Planned 1982	1979	1979	No	Yes[4]
Colorado	No	No	No	No	1981	No
Connecticut	Planned 1982	No	1980	1980	1981	Yes[4]
Delaware	No	1981	1979	1979	1980	Yes[5]
D.C.	Planned 1982	No	No	No	No	No
Florida	No Motorcycle Test		No	No	No	No
Georgia	Planned 1982	1981	1980	No	No	Yes[4,5]
Hawaii	No	No	No	No	No	No
Idaho	No Motorcycle Test		No	No	No	No
Illinois	No	No	No	No	No	No
Indiana	Planned 1982	No	1981	1981	No	No
Iowa	No	No	No	No	No	No
Kansas	No	1980	1976	1980	No	No
Kentucky	No	No	No	No	No	No
Louisiana	No	No	No[1]	No	No	No
Maine	No	No	No	No	No	No
Maryland	No	No	No	No	1981	Yes[6]
Massachusetts	No	No	No	No	No	No
Michigan	No	No	No[1]	No	1981	No
Minnesota	Planned 1982	No	1980	No	1979	No
Mississippi	No Motorcycle Test		1976	No	1981	No
Missouri	No	No	No	No	No	No
Montana	1981	1981	No	No	1981	Yes[4]
Nebraska[7]	No	No	1980	1980	1980	No
Nevada	1980	No	1979	1980	1980	Yes[4]
New Hampshire	No	1980	No	No	1981	No
New Jersey	No	No	No[1]	No	No	No
New Mexico	1980	No	1979	No	No	No
New York	No	No	1979	No	No	No
North Carolina	No	No	No	No	No	No
North Dakota	1981	No	1977	No	No	Yes[4]
Ohio	No	No	1977	No	No	No
Oklahoma[3]	No	No	1981	1980	1981	No
Oregon	No	1980	No	No	No	No
Pennsylvania	No	No	1976	No	No	Yes[6]
Rhode Island	No	No	No	No	No	No
South Carolina	No	No	No	No	No	No
South Dakota	1980	1980	1980	1980	1980	No
Tennessee	No	No	1976	No	No	No
Texas	No	No	1980	1981	No	No
Utah	1980	No	1977	No	No	Yes[4]
Vermont	No	1981	No	No	1981	Yes[5]
Virginia	Planned 1982	No	1980	1981	No	No
Washington	No	1980	1980	1980	1980	No
West Virginia	No Motorcycle Test		No	No	No	No
Wisconsin	1980	No	1980	1980	No	No
Wyoming	No	No	1977	1980	1980	No
Total	10 currently using	10 currently using	27 currently using	16 currently using	18 currently using	13 states trained
	7 planned for 1982	1 planned for 1982				

[1]Negatives sent. Not in print as of November 1981.
[2]Adopted Motorcycle In-Traffic Test for age 14–15.
[3]MIT adoption.
[4]MOST.
[5]Alternate Test.
[6]Upgrade Existing Test.
[7]MIT adoption planned 1982.

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STATE MOTORCYCLE OPERATOR LICENSING PROCEDURES – 1982

1982

STATE	SPECIAL LICENSE OR ENDORSEMENT	LEARNER'S PERMIT	DURATION OF LICENSE	MINIMUM AGE WITH DRIVER EDUCATION	MINIMUM AGE WITHOUT DRIVER EDUCATION	MOTORCYCLE SAFETY EDUCATION A PREREQUISITE TO LICENSING	MOTORCYCLE KNOWLEDGE TEST	OFF-ROAD SKILL TEST	IN-TRAFFIC SKILL TEST	CYCLE INSPECTED	RIDER GEAR INSPECTED	REEXAMINATION REQUIRED	Reexamined for: Vision	Reexamined for: Knowledge	Reexamined for: Off-Street	Reexamined for: In-Traffic
Alabama	•	•[10]	5	14	14–16[30]		•					5	•			
Alaska	•	•[7]	3	16	16		•	•		•	•[31,34]	3	•	•[42]	•[11]	
Arizona	•		2/4	16	16		•	•		•			•	•	•	
Arkansas	•	•[9]	4	16	18		•	•	•[18]			4	•	•		
California	•	•[8]	4	16	16[14]		•	•[15]		•	•[34]	4	•			
Colorado	•	•[3]	4	16	18		•	•	•		•[34]		•			
Connecticut	•	•[3]	4	16	18		•	•		•	•	4	•			
Delaware	•	•[3]	4	16	16[45]		•	•	•	•	•	4	•	•[17]	•[17]	•[17]
D.C.					15[18]			•[18]	•[18]	•[18]	•[18]	•	•	•		
Florida	•	•[7]	4	16	16		•	•[15]	•	•	•[20]	4	•			
Georgia	•	•[4]	2/4	15	15		•	•	•	•	•[21]	2/4	•	•		
Hawaii					16								•			
Idaho	•	•[8]	3	16[35]	18		•	•[15]	•	•	•[34]	•[29]	•	•		
Illinois	•	•	2/4	16 yr 1 mo	16 yr 6 mo		•	•[46]				•	•	•		
Indiana																
Iowa	•	•[31]	2/4	16	18	•[22]	•[1]	•[1]	•[18]	•		2/4	•			
Kansas	•	•[7]	4	14	14[36]		•	•[1]		•	•	4	•	•		
Kentucky	•	•[3]	2/4	16	16		•	•	•[18]	•	•					
Louisiana*	•		2/4	15	15		•		•	•		4	•	•		
Maine	•	•[5]	4[26]	16	17	•[32]	•		•	•			•	•		•
Maryland	•	•[4]	4	16	18		•	•								
Massachusetts*	•	•[7]	4	16½	17		•	•	•	•	•	4	•			
Michigan	•	•[8]	4	16	18		•	•[15]		•	•					
Minnesota	•	•[2]	4	16	18	•[22]	•	•	•	•	•	4	•			
Mississippi		•[3]		15	15		•			•	•					
Missouri	•	•[7]	3		16			•		•	•	•[43]	•			
Montana	•	•[7]	4	15	16		•	•[15]	•	•	•[20]	4	•			
Nebraska	•	•[9]	4	16	16		•		•			4	•	•		•
Nevada	•	•[8]	4	16	16		•	•		•	•		•	•[42]		
New Hampshire	•	•[1]	4	16	18		•	•		•	•	4	•			
New Jersey*	•	•[4]	2	17	17		•	•	•	•	•	•	•[44]			
New Mexico*	•	•[7]	4	13–15[41]	13–16[39]		•	•[1]		•	•[21]	•	•			
New York	•	•[9]	4	16	16[28]		•	•[19]	•	•	•	•[49]	•	•		
North Carolina	•		4	16	18		•	•		•	•	4	•	•[42]	•	
North Dakota	•	•[7]	4	14[13]	16	•[27]	•	•		•	•					
Ohio	•	•[7]	4	16	18		•	•		•	•					
Oklahoma			2	14	14[38]		•[25]		•[25]	•[25]	•[25]					
Oregon	•	•	4	16	16		•	•	•[12]	•	•[20]					
Pennsylvania*	•	•[5]	2/4		16		•	•		•	•					
Rhode Island*	•	•[4]	2	16	18	•[37]	•	•		•		4	•			
South Carolina	•	•[7]	4	15	15		•	•		•	•	4	•			
South Dakota	•		4		14		•	•	•	•	•	•[40]				•
Tennessee	•		2	16	16[30]		•	•	•	•	•					
Texas	•	•[9]	4	15[24]	18	•[23]	•		•	•	•[21]	4	•			
Utah	•	•[3]	4	16			•	•				4	•	•		
Vermont	•		2	16	18		•	•		•	•					
Virginia	•	•[9]	4	16	18		•	•	•	•	•	4	•			
Washington	•	•[9]	4	16	18		•	•[47]	•[48]	•	•	•	•	•[11]	•[11]	•[11]
West Virginia*				16	16					•[18]	•[18]					
Wisconsin	•	•[7]	2	16	18		•	•		•	•					
Wyoming	•	•[9]	4		16		•	•		•	•	4	•	•	•[11]	

● Mandatory Learner's Permit Required

1 Maximum 30 days.
2 Maximum 45 days.
3 Maximum 60 days.
4 Maximum 90 days.
5 Maximum 120 days.
6 Maximum 150 days.
7 Maximum 6 months.
8 Maximum 8 months.
9 Maximum 1 year.
10 Maximum 2 years.
11 At the examiner's discretion.
12 Some locations.
13 Under 16 restricted to 200cc or less.
14 Learner's permit issued at age 15½ if enrolled in approved course.
15 Off-street except when facility not available.
16 Age 15 restricted to cycle of five brake horsepower—knowledge test only.
17 Age 70–74 required to pass a psychophysical test. Age 74 and over required to pass road test.
18 "Motorcycle only" license applicants.
19 Provided only at select sites.
20 Only helmet inspected.
21 Helmet inspected for applicants under age 18.
22 Under age 18.
23 Age 18 and under.
24 Age 15 restricted to motorcycle not exceeding 125cc.
25 Required for age 14–15 (restricted to 125cc or less) and "motorcycle only" applicants.
26 After 40 years of age every third renewal and after 65 years of age every two years.
27 Under age 16.
28 Class 8 (16–18) motorcycle license or permit not valid in New York City, Nassau County has special restrictions.
29 Operators 69 years of age or older required to pass complete examination every three years.
30 Age 14–16 restricted to five brake horsepower or less.
31 14 years of age and up.
32 Under age 17.
33 Every two year renewal period.
34 Only eye protection inspected.
35 Age 16–17 restricted to less than 150cc.
36 Age 14–15 restricted license to and from work and school.
37 Required of all first-time applicants regardless of age.
38 Age 14–15 restricted to 125cc or less.
39 Age 13–15 restricted to under 100cc.
40 For moving violation only.
41 Age 13–14 restricted to under 100cc.
42 Knowledge and skill test if driving record warrants.
43 Only after license expires over 60 days or reinstatement after point revocation.
44 Examination every 10 years.
45 Age 16 with parental consent notarized.
46 Required effective 1982.
47 Two wheel motorcycle only.
48 Three wheel and side car.
49 If there's a legitimate complaint against operator ability.
* Based on information submitted November 1980.

This information was assembled by the Motorcycle Safety Foundation licensing department. Licensing authorities in all 50 states and the District of Columbia were directly contacted by MSF for an update on the information listed in this chart.

Although this information was obtained from the most authoritative sources available as of November 1981, the Motorcycle Safety Foundation is not responsible for its accuracy or completeness.